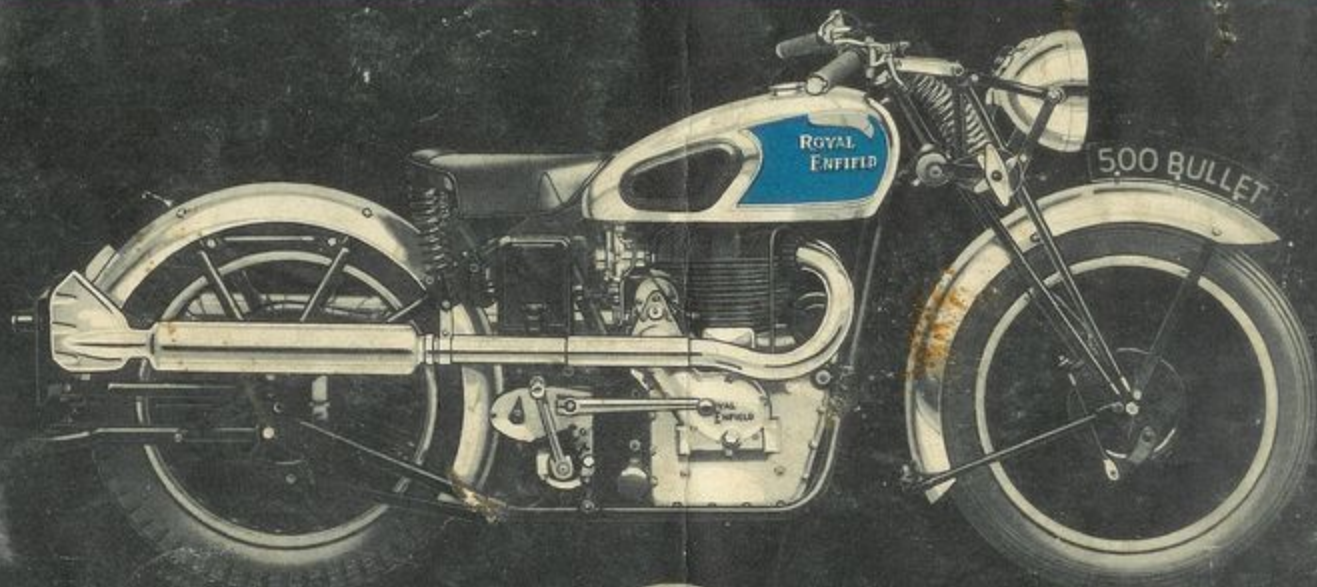


# Royal Enfield



# ROYAL ENFIELD MOTOR CYCLES FOR 1938

Once again the Royal Enfield range is remarkable for its variety of types, each of which is a thoroughly tested and proved design. Whatever class of machine you may need—two-stroke or four-stroke, side-valve or o.h.v., touring or sports, single or twin—you will find it in one or other of the Royal Enfield models described in this list.

Features of particular interest are the range of fast touring o.h.v. machines with totally enclosed and automatically lubricated valve gear; the side-valve models, including the famous Royal Enfield "Big Twin" and—for the sporting rider—the "Bullets" and the "Special Competition Model." The latter has proved itself by its many successes last season to be the ideal machine for Trials, while the "Bullets" have been equally successful on Grass Tracks, in Trials and as fast road machines. In the 1937 International Six Days Trial, five "Bullets" and two "Competition Models" were entered, all of which finished the course without mechanical trouble of any kind and had ample speed in hand for the final test at Donington.

Every Royal Enfield is built throughout in our large and well-equipped Works at Redditch where none but the finest materials and most up-to-date methods are employed.

**Royal Enfield**



[www.barnesformers.co.uk](http://www.barnesformers.co.uk)



## GENERAL SPECIFICATION

### OF ALL 1938 ROYAL ENFIELD MOTOR CYCLES

(EXCEPT THE TWO-STROKE MODEL).

- ENGINE.** Piston of special aluminium alloy, **heat treated**, with two compression rings and one oil scraper ring. Large floating gudgeon pin. Very rigid flywheel assembly, connecting rod and crankcase. Roller bearings to big-end and main shafts. Two cam shafts with wide cams operating directly on to large diameter flat base tappets running in oilbath. Valves of finest quality valve steel.
- SILENCER.** Royal Enfield absorption silencer based on principles arrived at by the Silencing Committee of the British Association. Attractive in appearance and giving a high degree of silence without loss of power.
- LUBRICATION.** Royal Enfield dry sump system, entirely self-contained and absolutely positive in operation. Oil is fed **direct to big-end** and can be seen returning to the oil compartment on removal of the filler cap. Models K and KX have an additional pump feeding oil to the front cylinder wall. Two large and accessible filters are provided.
- FRAME.** Of cradle type, combining great strength and rigidity with moderate weight. Built throughout of finest quality weldless steel tubing with liners where necessary. Adjustable handlebars and footrests.
- FRONT FORK.** Central compression spring type giving perfect steering and road holding. Shock absorbers are fitted on all models, with finger adjustment on heavyweights. Steering dampers on all but lightweights.
- GEARBOX.** **Four-speed gear.** The gear box is pivotally mounted between the engine plates. Positive operation foot-control is standard on all models except T, K and KX.
- TANK.** Large capacity, made of welded steel, flexibly mounted on rubber, eliminating all risk of leakage.
- MUDGUARDS.** Efficient wide mudguards. Rear guard quickly detachable, for access to wheel.
- HUBS.** Royal Enfield, fitted with non-adjustable deep-groove journal bearings. The larger models have a special design of rear hub which enables an inner tube to be changed without removing the wheel. Model KX has detachable and interchangeable wheels.
- BRAKES.** Internal expanding of Royal Enfield manufacture. Special linings giving smooth, powerful action, long life and freedom from scoring. Finger adjustment to both brakes on all models.
- EQUIPMENT.** Very complete set of tools, grease gun, inflator and licence holder.
- ELECTRICAL EQUIPMENT.** **Electric lighting set, including electric horn, is standard on all models.** The head lamp gives a powerful beam of light which can be dipped by a small switch on the handlebar. The bulb in the rear lamp is mounted on a rubber diaphragm. All models have a large capacity (12-amp. hour) battery which, except on Model T, is mounted on rubber. **Voltage of lighting dynamo is automatically controlled ensuring correct charging of battery under all conditions.**

# Royal Enfield



## THE ENGINE.

Royal Enfield engines are made in sizes from 150 c.c. to 1,140 c.c. and in four distinct types—Two-stroke, Side-valve, Standard O.H.V. and Sports O.H.V. Of these, the Two-stroke and Side-valve are very popular for utility machines, the twin cylinder side-valve having been famous for many years as the most suitable power unit for large sidecar outfits. The Standard O.H.V. engines, having totally enclosed and automatically lubricated valve gear, combine high performance with the silence and long service given by the simpler types. The Sports O.H.V. engines give a very high performance, have semi-enclosed valve gear and are available with extra high compression pistons and aluminium bronze cylinder heads if desired.

Every Royal Enfield engine is made throughout in our well-equipped and modern factory. As examples of the care expended in manufacture we may mention the following points :—Rollers for bearings graded to one ten-thousandth part of an inch—pistons diamond-turned—valves of KE965 steel, nitride hardened—valve guides of chilled iron—valve springs to Air Board specification D.T.D. 5A—chrome iron cylinders, etc.

## CUSH DRIVE REAR HUB.

All Royal Enfield motor cycles incorporate a cush drive in the rear hub. In this, both driving and rebound shocks are taken by blocks of solid rubber which effectively absorb all chain snatch and harshness. The accompanying illustration shows the simple design which has proved its value during a period of more than 25 years and is still recognised as the best of its kind.



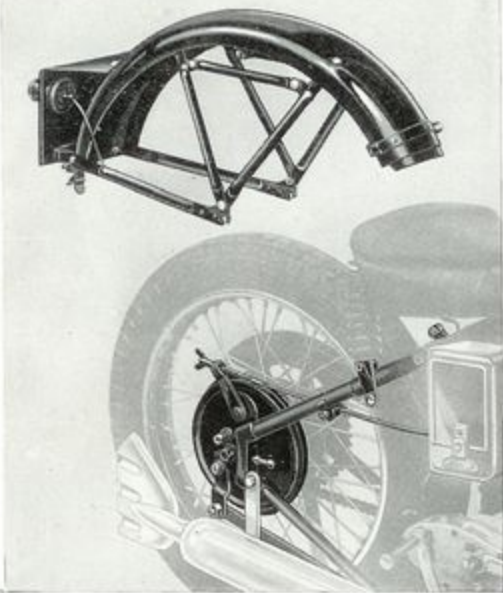


### DETACHABLE REAR MUDGUARD.

The detachable rear mudguard illustrated has been fitted to all Royal Enfield machines for many years. By merely loosening four nuts the entire rear guard can be instantly removed. This device enables the majority of tyre repairs to be carried out without removing the wheel from the machine.

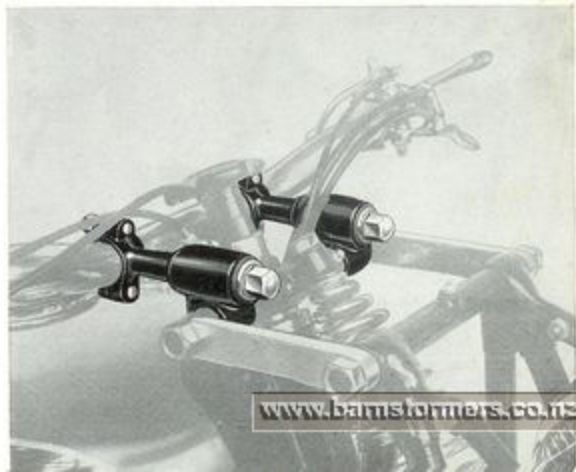
On 350 c.c. and 500 c.c. models an additional refinement consisting of a knock-out spindle and detachable distance piece enables the inner tube to be changed with the wheel in position in the frame.

The illustration also shows the 8in. chrome iron ribbed brake drum fitted to all the larger models. This provides smooth yet powerful braking with freedom from the necessity for frequent adjustment.



### RUBBER MOUNTED HANDLEBAR.

On the larger machines, a new design of rubber mounted handlebar is fitted. This completely absorbs all trace of vibration and road shocks, thus preventing fatigue even on the longest journeys. The handlebar is adjustable for height as well as for angle, so that a comfortable position can be arrived at to suit every rider.



MODEL A. 225 c.c. TWO-STROKE.

The ideal utility two-stroke.

- ENGINE** - - 225 c.c. single cylinder. Bore and stroke, 64 x 70 mm. Roller bearing big-end. Piston of heat-treated aluminium alloy with two compression rings and fully floating gudgeon pin.
- LUBRICATION** - Oil mixed with petrol.
- CARBURETTOR** - Amal two-jet type. Twist grip control.
- GEARBOX** - - Three-speed with hand control. Gear ratios: 5.3, 7.8, and 15.6 to 1.
- SILENCING SYSTEM** - - } Expansion chamber immediately beneath cylinder and Enfield absorption silencer, ensuring the most silent two-stroke engine, without loss of power.

**FRONT FORK** - Pressed blades of high tensile steel, central compression spring. Two large shock absorbers.

**IGNITION AND LIGHTING SET** - } Lucas 6-volt dynamo lighting and ignition set with automatic voltage control. Electric horn.

**TYRES** - - - Dunlop cord, studded, 3-00-19in. (25 x 3in.)

**SADDLE** - - - Dunlop waterproof flexible top saddle.

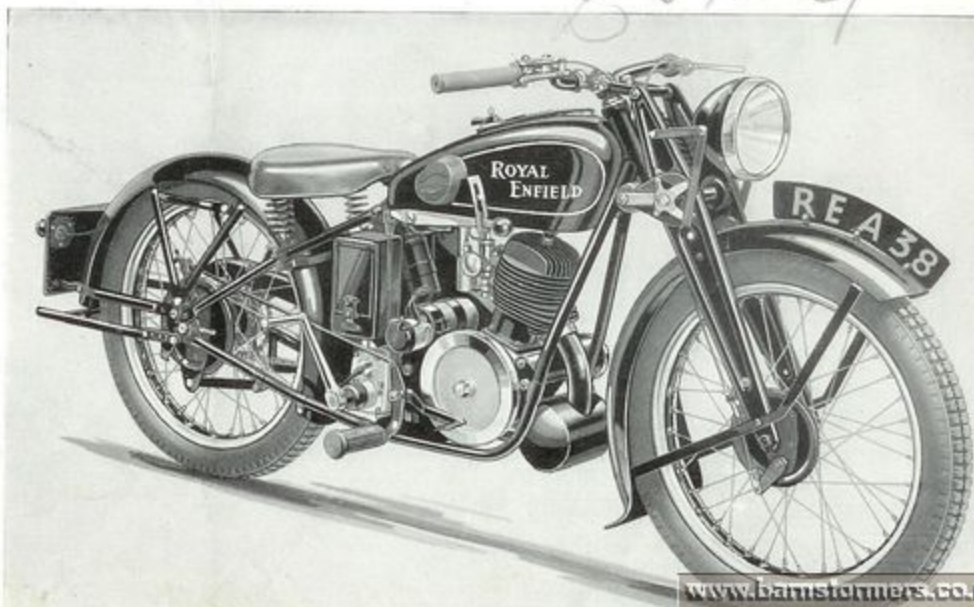
**BRAKES** - - - Internal expanding, 6½in. rear, 5in. front.

**FINISH** - - - Best quality black enamel. Bright parts chromium plated. Tank finished in black enamel with gold lining.

MODEL A

Extra for Smith's Trip Speedometer, with illuminated dial -

Royal Enfield



## MODEL T. 148 c.c. O.H.V.

Combines extraordinary economy with a marvellous performance.

- ENGINE** - - 148 c.c. single cylinder. Bore and stroke, 56×60 mm. Overhead valves, rocker gear and push rods totally enclosed and automatically lubricated.
- CARBURETTOR** Amal two-jet type. Twist grip control.
- FRONT FORK** - Pressed blades of high tensile steel, central compression spring. Two large shock absorbers.
- GEARBOX** - - Four speed, with hand control. Gear ratios : 7-5, 10-1, 13-5 and 22 to 1.

- IGNITION AND LIGHTING SET** - } Lucas 6-volt dynamo lighting and ignition set with automatic voltage control. Electric horn. Dynamo gear-driven from engine.
- BRAKES** - - - Internal expanding, 6½in. rear, 5in. front.
- TYRES** - - - Dunlop cord, studded, 3-00-19in. (25×3in.)
- SADDLE** - - - Dunlop waterproof flexible top saddle.
- FINISH** - - - Best quality black enamel. Bright parts chromium plated. Tank finished in black enamel with gold lining.

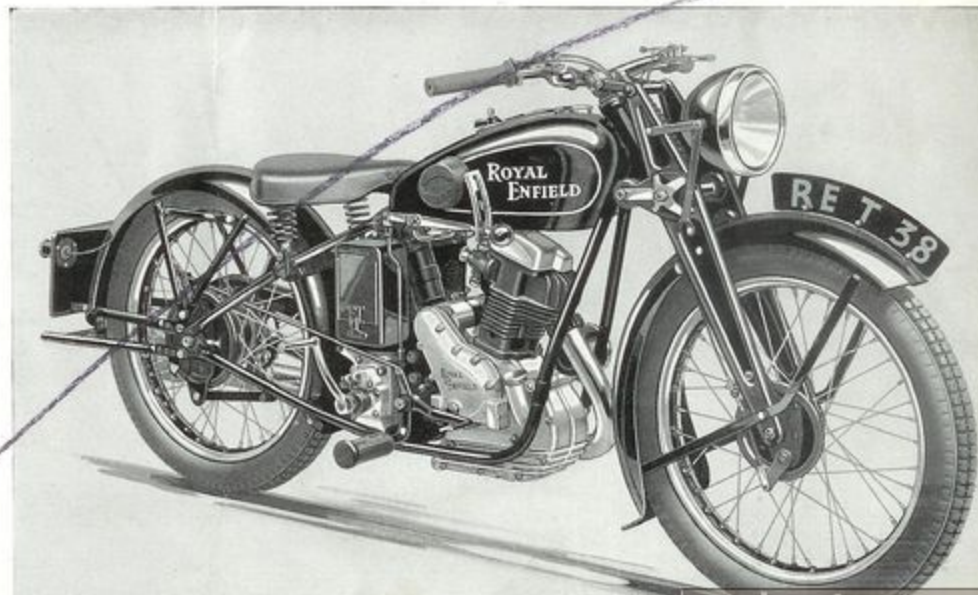
## MODEL T

## MODEL TM

to same specification but with Lucas Magdyno Lighting Set.

Extra for Smith's Trip Speedometer, with illuminated dial

Extra for Foot-operated Gear,



# Royal Enfield



## MODEL B. 248 c.c. SIDE-VALVE.

The most popular type of utility machine.

**ENGINE** - - 248 c.c. single cylinder. Bore and stroke, 64x77 mm. Valves totally enclosed. Detachable cylinder head.

**CARBURETTOR** Amal needle type. Twist grip control.

**FRONT FORK** - Pressed blades of high tensile steel, central compression spring. Two large shock absorbers.

**GEARBOX** - - Four-speed with positive foot change. Gear ratios: 6.6, 8.9, 11.8 and 19.2 to 1.

**IGNITION AND LIGHTING SET** - } Lucas 6-volt dynamo lighting and ignition set with automatic voltage control. Electric horn. Dynamo gear-driven from engine.

**BRAKES** - - Internal expanding, 6½ in. rear, 5 in. front.

**TYRES** - - - Dunlop cord 3.00-19 in. (25x3 in.). Ribbed front, Universal studded rear.

**SADDLE** - - Dunlop waterproof flexible top saddle.

**FINISH** - - - Best quality black enamel. Bright parts chromium plated. Tank finished in black enamel with frosted silver panels, red name transfers.

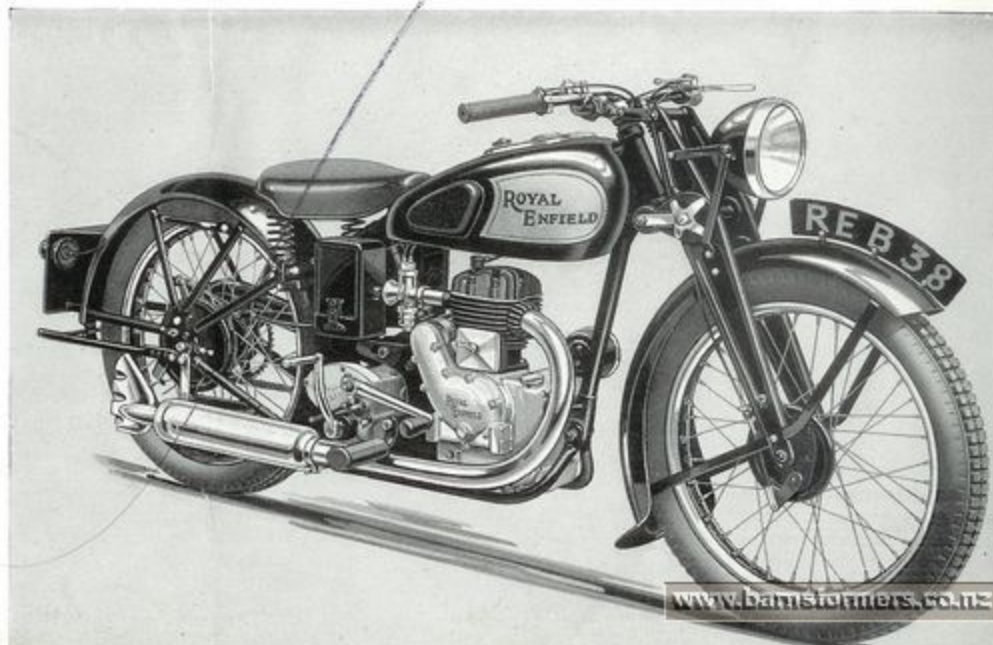
## MODEL B

## MODEL BM

to same specification but with Lucas Magdyno Lighting Set.

Extra for Smith's Trip Speedometer, with illuminated dial -

# Royal Enfield





7

## MODEL C. 346 c.c. SIDE-VALVE DE LUXE.

A lightweight side-valve machine with an excellent performance and a very complete specification.

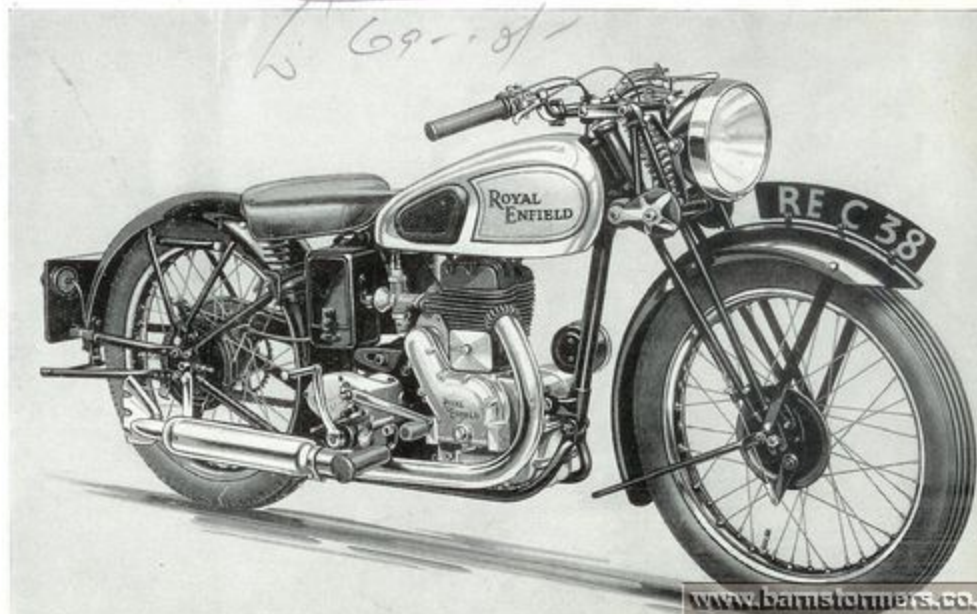
- ENGINE** - - 346 c.c. single cylinder. Bore and stroke, 70 x 90mm. Valves totally enclosed. Detachable cylinder head.
- CARBURETTOR** Amal needle type. Twist grip control.
- FRONT FORK** - Tubular type with shock absorbers.
- GEARBOX** - - Four-speed with positive foot change. Gear ratios : 5-8, 7-6, 10-4 and 17-2 to 1.
- IGNITION AND LIGHTING SET** - Lucas 6-volt Magdyno Lighting Set with automatic voltage control. Electric horn. Dynamo gear-driven from engine.

- TRANSMISSION** Front chain totally enclosed in oilbath case.
- BRAKES** - - Internal expanding, 6½ in. rear, 5 in. front.
- TYRES** - - - Dunlop cord, 3-00-19 in. (25 x 3 in.). Ribbed front, Universal studded rear.
- SADDLE** - - Terry spring seat saddle.
- FINISH** - - - Best quality black enamel. Tank chromium plated, with frosted silver panels. Handlebar, rims, etc., chromium plated. Crankcase highly polished.

## MODEL C

Extra for Smith's Trip Speedometer, with illuminated dial -

Royal Enfield



**MODEL S. 248 c.c. O.H.V.****A utility mount with sports performance.**

- ENGINE** - - 248 c.c. single cylinder. Bore and stroke, 64x77 mm. Overhead valves, rocker gear and push rods totally enclosed and automatically lubricated.
- CARBURETTOR** Amal needle type. Twist grip control.
- FRONT FORK** - Pressed blades of high tensile steel, central compression spring. Two large shock absorbers.
- GEARBOX** - - Four-speed with positive foot change. Gear ratios: 6.2, 8.4, 11.1 and 18 to 1.

**IGNITION AND LIGHTING SET** - } Lucas 6-volt dynamo lighting and ignition set with automatic voltage control. Electric horn. Dynamo gear-driven from engine.

- BRAKES** - - Internal expanding, 6½ in. rear, 5 in. front.
- TYRES** - - - Dunlop cord, 3-00-19 in. (25x3 in.). Ribbed front, Universal studded rear.
- SADDLE** - - Dunlop waterproof flexible top saddle.
- FINISH** - - - Best quality black enamel. Bright parts chromium plated. Tank finished in black enamel with frosted silver panels, red name transfers.

**MODEL S**

to specification above.

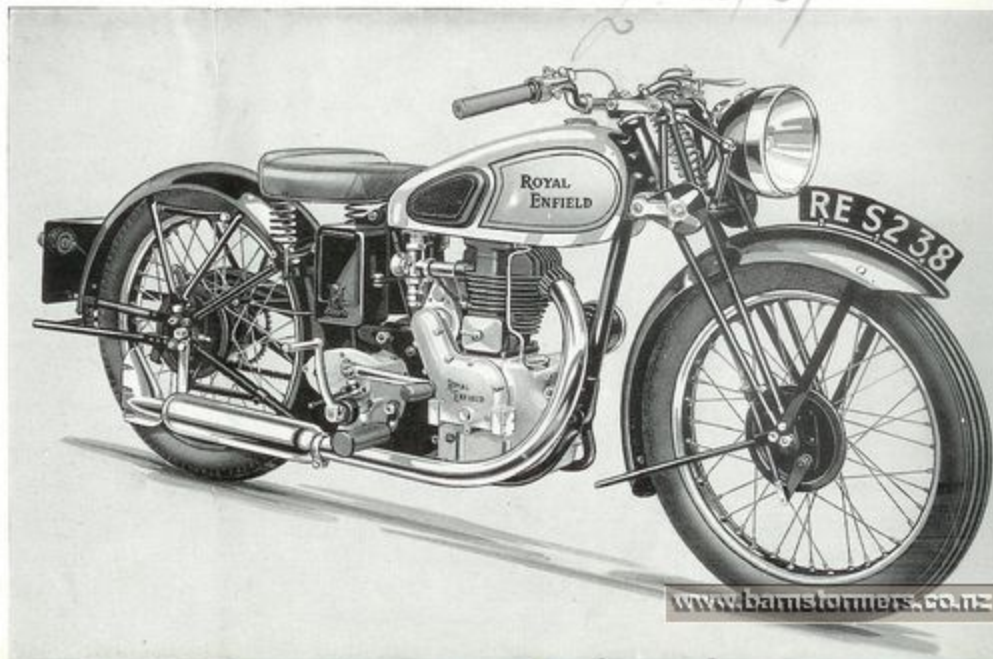
**MODEL SM**

to same specification but with LUCAS MAGDYNO Lighting Set.

**MODEL S2 (as illustrated)**

To specification above but with tuned engine and deluxe equipment, including oilbath primary chaincase, tubular front fork, Lucas Magdyno lighting set, Terry spring seat saddle. Tank chromium plated with frosted silver panels. Crankcase highly polished.

Extra for Smith's Trip Speedometer, with illuminated dial -





## MODEL G. 346 c.c. O.H.V. DE LUXE.

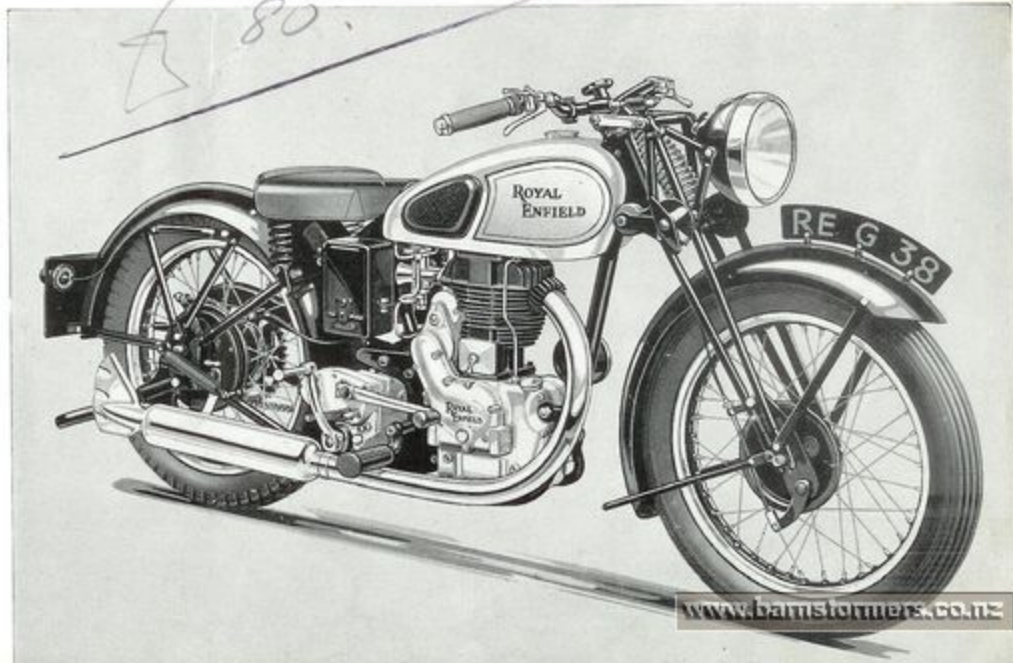
A luxury model for fast solo or light sidecar work.

- ENGINE** - - 346 c.c. O.H.V. single cylinder. Bore and stroke, 70x90 mm. Overhead valves, push rods and rocker gear totally enclosed and automatically lubricated.
- CARBURETTOR** Amal needle type. Twist grip control.
- FRONT FORK** - Tubular type with hand-controlled shock absorbers and steering damper.
- GEARBOX** - - Heavyweight four-speed with positive foot change. Standard ratios: Solo, 5.5, 7.2, 9.9 and 15.3 to 1. Sidecar, 6.5, 8.5, 11.7 and 18 to 1.
- IGNITION AND LIGHTING SET** - Lucas 6-volt Magdyno lighting set with automatic voltage control. Electric horn. Dynamo gear-driven from engine.
- BRAKES** - - Internal expanding, 6½in. front, 8in. rear drum of special chrome iron.
- TRANSMISSION** Front chain totally enclosed in oilbath case.
- REAR WHEEL** - With knock-out spindle enabling an inner tube to be changed with the wheel in position.
- TYRES** - - - Dunlop cord, 3.25-19in. (26x3.25in.). Ribbed front, Universal studded rear.
- SADDLE** - - Terry spring seat saddle.
- HANDLEBAR** - Rubber mounted handlebar, absorbing vibration and road shocks.
- FINISH** - - - Best quality black enamel. Bright parts chromium plated. Tank chromium plated with frosted silver panels.

## MODEL G

Extra for Smith's trip speedometer, with illuminated dial -

# Royal Enfield



## MODEL J. 499 c.c. O.H.V.

A powerful machine for fast solo or sidecar work.

- ENGINE** - - 499 c.c. single cylinder. Bore and stroke, 84x90 mm. Overhead valves, rocker gear and push rods totally enclosed and automatically lubricated.
- CARBURETTOR** Amal needle type. Twist grip control.
- FRONT FORK** - Pressed blades of high tensile steel, central compression spring, hand controlled shock absorbers and steering damper.
- GEARBOX** - - Heavyweight four-speed with positive foot change. Standard ratios: Solo, 5, 6.5, 9 and 13.9 to 1. Sidecar, 5.8, 7.6, 10.4 and 16.1 to 1.
- IGNITION AND LIGHTING SET** } Lucas 6-volt dynamo lighting and ignition set, with automatic voltage control. Electric horn. Dynamo gear-driven from engine.
- BRAKES** - - Internal expanding, 6½in. front, 8in. rear drum of special chrome iron.
- TRANSMISSION** Front chain totally enclosed in oilbath case
- REAR WHEEL** - With knock-out spindle, enabling an inner tube to be changed with the wheel in position.
- TYRES** - - - Dunlop cord, 3.25-19in. (26x3.25in.). Ribbed front, Universal studded rear.
- HANDLEBAR** - Rubber mounted handlebar, absorbing vibration and road shocks.
- SADDLE** - - Dunlop waterproof flexible top saddle.
- FINISH** - - - Best quality black enamel. Bright parts chromium plated. Tank finished in black enamel with gold lining.

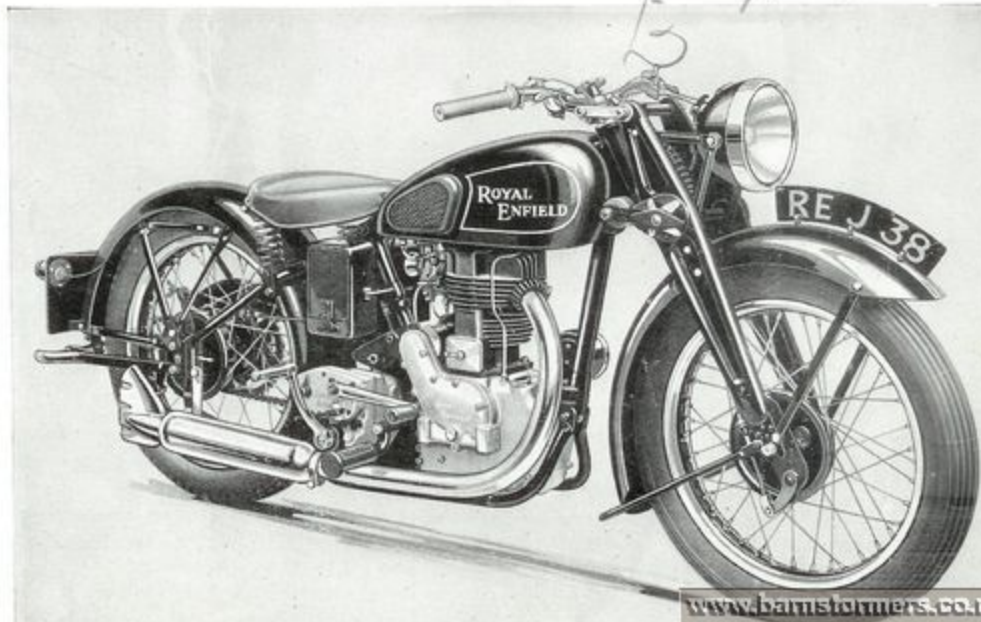
## MODEL J

## MODEL JM

to same specification but with LUCAS MAGDYNO Lighting Set.

Extra for Smith's Trip Speedometer, with illuminated dial -

# Royal Enfield





## MODEL H. 570 c.c. SIDE-VALVE.

A powerful side-valve machine suitable for sidecar or solo work.

- |                                  |  |                     |  |
|----------------------------------|--|---------------------|--|
| <b>ENGINE</b>                    | - - 570 c.c. single cylinder. Bore and stroke, 85½ × 99½ mm. Valves totally enclosed. Detachable cylinder head.                              | <b>BRAKES</b>       | - - Internal expanding, 6½in. front, 8in. rear drum of special chrome iron.                                  |
| <b>CARBURETTOR</b>               | Amal needle type. Twist grip control.  | <b>TRANSMISSION</b> | Front chain totally enclosed in oilbath case.  |
| <b>FRONT FORK</b>                | - Pressed blades of high tensile steel, central compression spring, hand-controlled shock absorbers and steering damper.                     | <b>REAR WHEEL</b>   | - With knock-out spindle, enabling an inner tube to be changed with the wheel in position.                   |
| <b>GEARBOX</b>                   | - - Heavyweight four-speed with positive foot change. Standard ratios: Solo, 5, 6.5, 9 and 13.9 to 1. Sidecar, 5.8, 7.6, 10.4 and 16.1 to 1. | <b>TYRES</b>        | - - Dunlop cord, 3.25-19in. (26 × 3.25in.). Ribbed front, Universal studded rear.                            |
| <b>IGNITION AND LIGHTING SET</b> | } Lucas 6-volt dynamo lighting and ignition set, with automatic voltage control. Electric horn. Dynamo gear-driven from engine.              | <b>HANDLEBAR</b>    | - Rubber mounted handlebar absorbing vibration and road shocks.  |
|                                  |  | <b>SADDLE</b>       | - - Dunlop waterproof flexible top saddle.   |
|                                  |  | <b>FINISH</b>       | - - Best quality black enamel. Bright parts chromium plated. Tank finished in black enamel with gold lining. |

### MODEL H

to specification above.

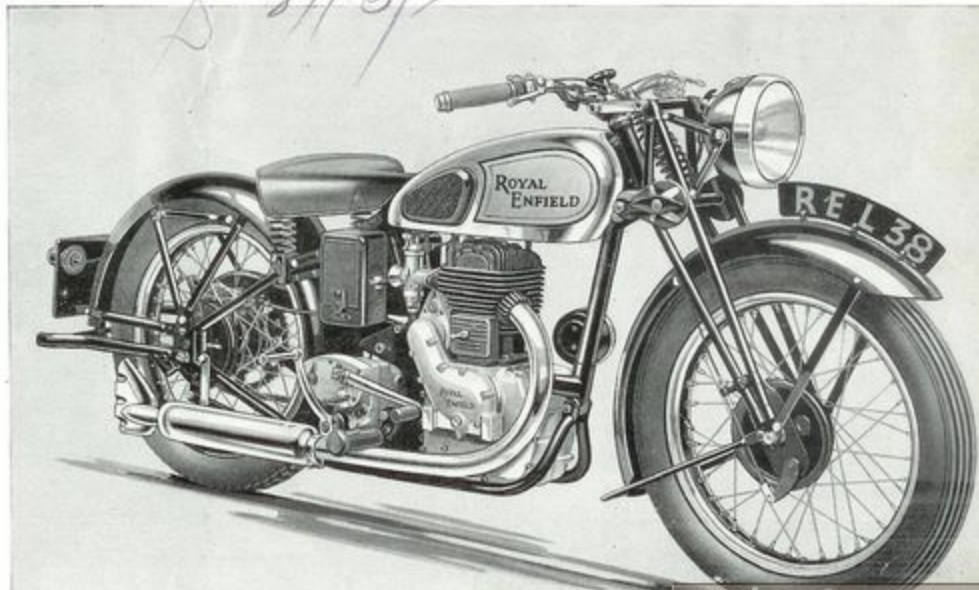
### MODEL HM

to same specification but with LUCAS MAGDYNO Lighting Set.

### MODEL L (as illustrated)

to specification above but with de-luxe equipment, including tubular front fork, Lucas Magdyno lighting set, Terry spring seat saddle. Tank chromium plated with frosted silver panels. Crankcase highly polished. Rear tyre 3.50-19in. (26 × 3.5in.).

Extra for Smith's Trip Speedometer with illuminated dial



## MODEL K. 1140 c.c. SIDE-VALVE TWIN.

The last word in luxury motorcycling.

- ENGINE** - - 1140 c.c. side-valve twin cylinder. Bore and stroke,  $85\frac{1}{2} \times 99\frac{1}{2}$  mm. Valves totally enclosed and automatically lubricated. Detachable cylinder heads.
- LUBRICATION** - Royal Enfield dry-sump system. Oil feed direct to big-end and to front cylinder.
- CARBURETTOR** - Amal needle type. Twist grip control.
- FRONT FORK** - Tubular type, of wide and rigid construction. Central compression spring, hand-controlled shock absorbers and steering damper.
- GEARBOX** - - Heavyweight four-speed with hand control. Standard ratios : 4-3, 5-5, 7-7 and 11-9 to 1. Solo ratios (to special order) : 3-8, 4-9, 6-8 and 10-5 to 1.

- CLUTCH** - - Multi-plate all Ferodo, with dry plates. Foot operated.
- IGNITION AND LIGHTING SET** - } Lucas 6-volt Magdino lighting set with automatic voltage control. Electric horn.
- BRAKES** - - Internal expanding, 8in. front and rear, chrome iron drums.
- TRANSMISSION** - Front chain totally enclosed in oilbath case.
- TYRES** - - - Dunlop cord, 4-00-19in. (27x4in.). Universal studded, front and rear.
- FINISH** - - - Best quality black enamel, bright parts chromium plated. Tank finished in black enamel with gold lining.

## MODEL K

to specification above.

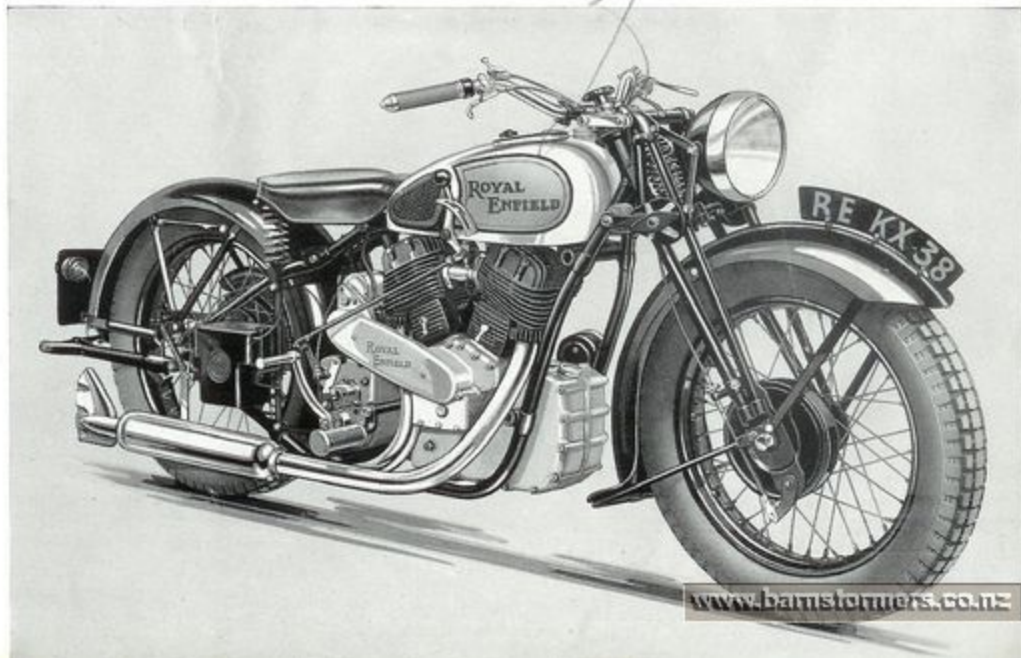
## MODEL KX

(as illustrated)

to specification above, but with detachable and interchangeable wheels. Tank chromium plated with frosted silver panels.

Extra for Smith's Trip Speedometer, with illuminated dial

# Royal Enfield





## ROYAL ENFIELD "BULLETS" AND "SPECIAL COMPETITION MODEL"

Recent years have seen a great revival of interest in motor cycle trials and competitions of all kinds. So fierce has rivalry become, that it is now recognised that, for success in these events, not only is skilful riding called for, but the machine must be specially designed for its particular purpose.

The Royal Enfield 250 and 350 "Bullets" have proved very successful in scrambles and grass track racing. If required solely for this class of event they can be supplied with close ratio gear boxes and low top gears which enable all four ratios to be used to good effect. For trials work wide gear ratios can be supplied and, of course, competition tyres of suitable sizes.

These machines can also be supplied in road racing form with rear-mounted footrests, megaphone exhaust, close ratio gears with heel and toe control, aluminium bronze cylinder head, etc.

The engines are normally fitted with high compression pistons giving a lively performance on one of the anti-knock fuels now readily available. Special pistons giving higher compression ratios for use with 50/50 petrol-benzole or alcohol fuels can be supplied to order.

In standard trim, these models and the "500 Bullet" are ideal machines for fast road work.

The "500 Competition Model" is designed specially for Reliability Trials. It has a short wheel base, high ground clearance, wide ratio gears, totally enclosed engine with plenty of power at low speeds, competition tyres, narrow mudguards and a high riding position which is ideal for control on difficult sections.

**Royal Enfield**



[www.barnstoppers.co.nz](http://www.barnstoppers.co.nz)

## "250 BULLET" AND "350 BULLET."

### High efficiency Sports Models.

- ENGINE** - - Specially tuned single cylinder O.H.V. engine with high compression piston, semi-enclosed valve gear, automatically lubricated. Bore and stroke, 248 c.c., 64x77 mm.; 346 c.c., 70x90 mm.
- EXHAUST SYSTEM** - - } Upswept exhaust pipe and silencer (as illustrated). Downswept pipe optional.
- GEARBOX** - - Heavyweight four-speed, with positive foot change and folding kick-starter pedal. Standard ratios: 248 c.c., 6-2, 8-4, 11-1 and 18 to 1. 346 c.c., 5-5, 7-2, 9-9 and 15-3 to 1. Special ratios for trials, scrambles, etc., to order, see page 19.
- TRANSMISSION** Primary chain totally enclosed in oilbath case.
- FRONT FORK** - Special light tubular type with hand controlled shock absorbers and steering damper.
- TANK** - - Large capacity tank (as illustrated). Small tank (2 gallons) optional.

- HANDLEBAR** - Rubber mounted handlebar, absorbing vibration and road shocks.
- MUDGUARDS** - Chromium plated. Wide section. Light narrow guards supplied if sports tyres are fitted.
- BRAKES** - - Internal expanding. 6½ in. front drum malleable iron. 8 in. rear drum chrome iron.
- TYRES** - - Dunlop, 3-00-20in. (26x3in.), Ribbed front. 3-25-19in. (26x3-25in.), Universal studded rear. **Optional:** Dunlop Sports 3-00-21in. (27x3in.) front. 4-00-19in. (27x4in.) rear.
- SADDLE** - - Terry spring seat saddle.
- IGNITION AND LIGHTING SET** - } Lucas 6-volt Racing Magdyno set, with automatic voltage control. Electric horn.
- FINISH** - - Best quality black enamel. All bright parts including rims, mudguards, handlebar, head lamp, etc., chromium plated; tank chromium plated with red panels, crankcase highly polished.

### "250 BULLET" or "350 BULLET" to specification above.

With B.T.H. or Lucas Racing  
Magneto (no lights)

or

With aluminium bronze cylinder head, racing carburettor, racing magneto, petroflex tubing, megaphone exhaust system, special racing gear box with heel and toe control (no kick starter), footrests in racing position, and narrow section mudguards with pad on rear guard (no lights).

Extra for Smith's Trip Speedometer,  
80 m.p.h.,  
120 m.p.h.,





## MODEL J2. "500 BULLET."

The ideal machine for really fast road work.

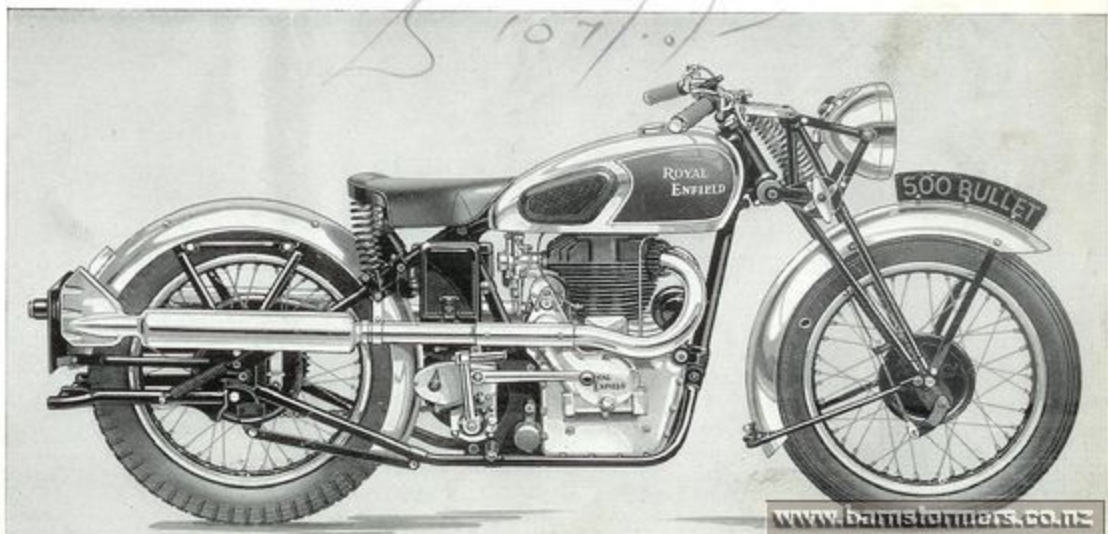
- ENGINE** - - 499 c.c. single cylinder. Two-port head. Bore and stroke, 84x90 mm. Tuned engine with high compression piston. Overhead valves, rocker gear and push rods totally enclosed and automatically lubricated.
- EXHAUST SYSTEM** - - } Upswept exhaust pipes and silencers. Downswept optional.
- CARBURETTOR** - Amal needle type. Twist grip control.
- FRONT FORK** - Tubular type with hand controlled shock absorbers and steering damper.
- GEARBOX** - - Heavyweight four-speed with positive foot change and folding kick-starter pedal. Standard ratios: Solo, 5, 6.5, 9 and 13.9 to 1. Sidecar, 5.8, 7.6, 10.4 and 16.1 to 1.
- IGNITION AND LIGHTING SET** - } Lucas 6-volt Magdyno Lighting set, with automatic voltage control. Electric horn.
- TYRES** - - - Dunlop cord, 3.25-19in. (25x3.25in.), Ribbed front. 3.50-19in. (26x3.5in.), Universal studded rear.
- BRAKES** - - Internal expanding 6½in. front drum, malleable iron. 8in. rear drum, chrome iron.
- MUDGUARDS** - Wide section, chromium plated.
- TRANSMISSION** Front chain totally enclosed in oilbath case.
- REAR WHEEL** - With knock-out spindle enabling an inner tube to be changed with the wheel in position.
- HANDLEBAR** - Rubber mounted handlebar absorbing vibration and road shocks.
- SADDLE** - - Terry spring seat saddle.
- FINISH** - - - Best quality black enamel. Tank chromium plated with red panels. Handlebar, mudguards, headlamp, rims, etc., chromium plated; crankcase highly polished.

## "500 BULLET"

to specification above.

Extra for four-valve cylinder head

Extra for Smith's Trip Speedometer, with illuminated dial



# Royal Enfield

## "500 COMPETITION MODEL."

Specially built for Reliability Trials.

- ENGINE** - - Specially tuned 499 c.c. single cylinder O.H.V. engine. Bore and stroke, 84 x 90 mm. Overhead valves, rocker gear and push rods totally enclosed and automatically lubricated.
- EXHAUST SYSTEM** } Pipe downswept at front and raised at rear, as illustrated. Completely upswept optional.
- GEARBOX** - - Heavyweight four-speed with positive foot change and folding kick-starter pedal. Standard ratios: 5-25, 7-45, 11-30 and 15-75 to 1. See also page 19.
- TRANSMISSION** Primary chain totally enclosed in oilbath case.
- FRAME** - - - Special short wheelbase frame giving high ground clearance (6in.). Adjustable handlebar and footrests. Crankcase shield.
- FRONT FORK** - Tubular type with hand-controlled shock absorbers and steering damper.
- TANK** - - - Large capacity tank, as illustrated. Small tank (2-gallon) optional.
- HANDLEBAR** - Rubber mounted handlebar absorbing vibration and road shocks.
- SADDLE** - - - Dunlop waterproof saddle, giving special high riding position for trials.
- MUDGUARDS** - Light trials mudguards of narrow section, short and with ample clearance, chromium plated.
- BRAKES** - - - Internal expanding 6½in. front drum, malleable iron. 8in. rear drum, chrome iron.
- TYRES** - - - Dunlop sports 3-00-21in. (27in. x 3in.) front, 4-00-19in. (27 x 4in.) rear. Security bolt fitted to rear wheel.
- IGNITION AND LIGHTING SET** } Lucas 6-volt Racing Magdyno set, with automatic voltage control. Electric horn.
- FINISH** - - - Best quality black enamel. All bright parts including rims, mudguards, handlebar, head lamp, etc., chromium plated; tank chromium plated with red panels. Crankcase highly polished.

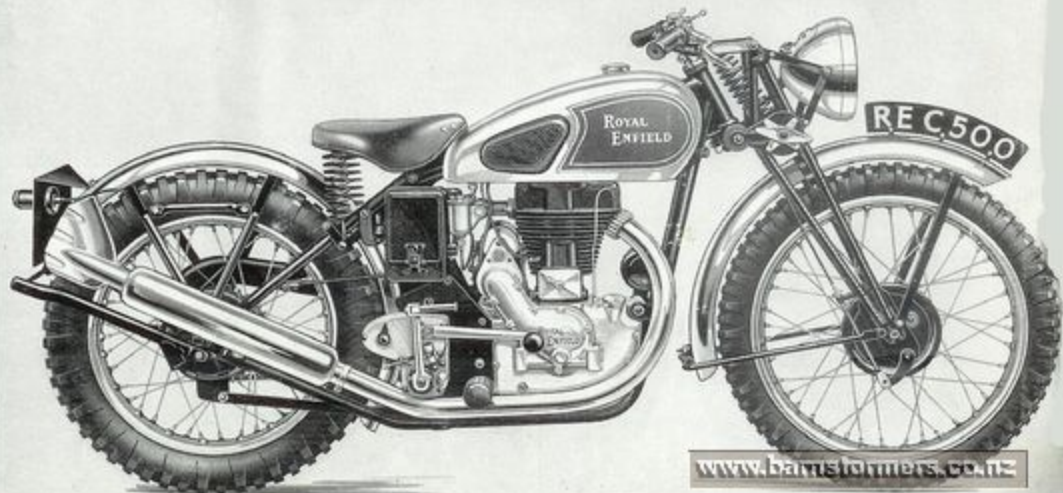
## "500 COMPETITION MODEL"

This model can also be supplied with B.T.H. or Lucas Racing Magneto (no lights) at

Extra for Four-valve Cylinder Head

Extra for Smith's Trip Speedometer

# Royal Enfield





# A FEW ROYAL ENFIELD SUCCESSES

BETWEEN JANUARY 1st AND AUGUST 1st, 1937.

Jan. 1st	BARNBURY AMATEUR M.C. NEW YEAR'S TRIAL ... ..	250 CUP	Mar. 21st	GLANFIELD LAWRENCE TROPHY TRIAL ... ..	GLANFIELD LAWRENCE TROPHY
" 24th	WOOTTON CUP TRIAL ... ..	STAFFORD CUP		COVENTRY AND WARWICKS. M.C. TRIUMPH CUP TRIAL ... ..	TRIUMPH CUP
	BOURNVILLE, KINGS NORTON AND REDDITCH COMBINED TRIAL ...	PREMIER AWARD	" 28th	BEGGARS ROOST TRIAL	350 CUP
" 30th	TOTTENHAM DIST. TRIAL ... ..	500 CUP	April 3rd	WYE VALLEY TRADERS' CUP OPEN TRIAL ... ..	WATSON CUP
" 31st	LISTER TROPHY OPEN TRIAL ...	DENES CUP	" 10th	ALEX. THOM TRIAL ... ..	CARDIFF GARAGES CUP
Feb. 6th	COLMORE CUP OPEN TRIAL ...	KERSHAW CUP	" 11th	SERVICES TRIAL ... ..	SERVICES TROPHY
" 13th	KICKHAM MEMORIAL OPEN TRIAL ... ..	JOHN BULL CUP, CROSS CUP, SOMERSET CUP, GLOSTER CUP, WILTSHIRE CUP	" 25th	LOVEDEAN CUP TRIAL ... ..	LOVEDEAN CUP
		COMMITTEE CUP		CATHERINE CLARKE CUP TRIAL ...	CATHERINE CLARKE TROPHY
" 14th	POOLE HORNETS TRIAL ... ..	COMMITTEE CUP		SIMMONS CUP TRIAL ... ..	O'DONNELL CUP
	MOSELEY AND DISTRICT AMATEUR EXPERTS TRIAL ... ..	SHOVELBOTTOM TROPHY	April 26th —May 1st	SCOTTISH SIX DAYS' TRIAL ...	CORONATION CUP
" 20th	VICTORY CUP OPEN TRIAL ...	WALTER HACKETT CUP	May 9th	TRAVERS TROPHY OPEN TRIAL ...	OVER 350 SIDECAR CUP
" 21st	RINGWOOD OPEN-TO-CENTRE TRIAL ... ..	CLUB CUP		SAVAGE CUP TRIAL ... ..	SAVAGE CUP
	WEST BRISTOL M.C. AND C.C. SPRING CUP TRIAL ... ..	MEADOWS CUP	" 2nd	LUCAS BOWL TRIAL ... ..	LUCAS BOWL
" 27th	MITCHELL MEMORIAL OPEN TRIAL ... ..	MITCHELL MEMORIAL TROPHY MANUFACTURERS' TEAM PRIZE 350 CUP, 500 CUP, OVER 500 CUP, E.S.W. CENTRE CUP	" 16th	SUNBEAM "200" OPEN TRIAL ...	UNLIMITED CUP
				EXMOOR SCRAMBLE ... ..	250 CLASS WINNER
" 28th	SOUTH MIDLAND CENTRE CHAMPIONSHIPS ... ..	SIDECAR CHAMPIONSHIP	June 12th	BELFAST M.C. COATES CUP TRIAL ...	COATES CUP
Mar. 7th	BASINGSTOKE M.C. MARCH HARE TRIAL ... ..	PORTER CUP	" 25th	KNOCK 12-HOUR TRIAL ... ..	G. W. FITCHIE CUP
" 13th	COTSWOLD CUPS OPEN TRIAL	COTSWOLD CUP, GIBB CUP	July 12th —17th	International Six Days' Trial ... ..	6 GOLD MEDALS
" 21st	BEMROSE TROPHY OPEN TRIAL	BEMROSE TROPHY, IAN ROBERTSON CUP LEICESTER & D.M.C. CLUB CUP MANUFACTURERS' TEAM PRIZE	July 25th	RINGWOOD M.C. & L.C.C. PRESIDENT'S CUP TRIAL ...	SOUTH WESTERN CUP CLUB CUP
			Aug. 1st	CLAYTON TROPHY OPEN TRIAL	CLAYTON TROPHY, GOULD CUP 350 CUP S.M. CENTRE PLAQUE MANUFACTURERS' TEAM PRIZE

## ADDITIONAL EQUIPMENT.

Extra for :—

Tubular Forks on Models T, A, B and S	...	...	...
Tubular Forks on Models H and J	...	...	...
Legshields	...	...	...
Rear Carrier	...	...	...

Extra for :—

Pillion Seat—Mudguard fitting	...	...	...
Pillion Footrests, Models T, A, B, S, S2 and C	...	...	...
Pillion Footrests, other Models	...	...	...
26×3.5in. Tyres on Model H and J (each)	...	...	...

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## SIDECARS

Royal Enfield Sidecars are made throughout in our own Works. They are modern in every way and cater for all tastes. The chassis are made of finest weldless steel tubing and specially selected timber is used for the framework of the bodies. The latter are panelled in sheet metal or plywood.

The specifications include Dunlop Cord Tyres of any standard size to suit requirements.

A separate Folder illustrates and describes Royal Enfield Sidecars and a copy will gladly be sent post free on request.





## SPEEDOMETERS.

Every motor cycle registered for the first time on and after October 1st, 1937, is required by law to carry a Speedometer.

Accordingly, all 1938 Royal Enfield motor cycles will be despatched from the works fitted with Smith's chronometric trip Speedometer with illuminated dial, unless otherwise ordered.

A selection of the special gear ratios available to order on the "250 and 350 Bullets" and "Special Competition Models," alternative to the standard ratios shewn in the specifications of these machines :

								Top.	3rd.	2nd.	1st.	
A.	{	250 Bullet	...	...	...	...	...	5.8	6.9	8.2	10.5	} Road Racing.
		350 Bullet	...	...	...	...	...	5.2	6.2	7.3	9.5	
B.	{	250 Bullet	...	...	...	...	...	6.5	9.3	14.1	19.7	} General Sporting Events.
		350 Bullet	...	...	...	...	...	5.8	8.3	12.5	17.5	
C.	{	250 Bullet	...	...	...	...	...	6.5	11.1	17.0	21.5	} One-day Reliability Trials.
		350 Bullet	...	...	...	...	...	5.8	9.9	15.2	17.5	
		499 c.c. Competition	...	...	...	...	...	5.2	8.9	13.6	15.7	
D.	{	250 Bullet	...	...	...	...	...	9.0	11.8	15.1	21.2	} Grass Track Racing or Scrambles.
		350 Bullet	...	...	...	...	...	8.1	10.5	13.5	18.9	

# Royal Enfield



## APPROXIMATE WEIGHTS, MEASUREMENTS AND PERFORMANCE FIGURES FOR ROYAL ENFIELD 1938 MOTOR CYCLES.

Model.	Weight. lbs.	Overall Length.		Overall Width. ins.	Ground Clearance. ins.	Tank Capacity.		Compression Ratio.	Maximum Speed.		Petrol Consumption.	
		ft.	ins.			Petrol. gals.	Oil. pts.		Solo. m.p.h.	S/Car. m.p.h.	Solo. m.p.g.	S/Car. m.p.g.
A.	200	6	8	29	5½	2½	—	6	45—50	—	100	—
T.	230	6	8	29	5½	2½	2	7	50—55	—	150	—
B.	255	6	11	29	5½	2¾	3	5½	50	—	100	—
S. S2	270 } 275 }	6	11	29	5½	2¾	3	6½	60—65	—	120	—
C.	275	6	11	29	5½	2¾	3	5	55—60	—	100	—
G.	320	7	0	29	5½	2¾	3	6	65—70	50—55	100	70
J.	340	7	1	29	4¾	2¾	4	6	70—75	55—60	90	65
H. L.	335 } 340 }	7	1	29	4¾	2¾	4	5	65	50—55	80	60
K. KX.	445 } 455 }	7	6	31	4¾	4	7	5	80	65—70	65	50
250 Bullet	310	7	0	29	5½	2¾	3	6½	65—70	—	100	—
350 Bullet	315	7	0	29	5½	2¾	3	6½	70—75	—	90	—
500 Bullet	365	7	1	29	4¾	2¾	4	6½	75	55—60	80	60
500 Bullet 4-valve	360	7	1	29	4¾	2¾	4	6½	80—85	60—65	80	60
500 Comp.	335	7	0	29	6	2¾	4	6	70	—	80	—
500 Comp. 4-valve	355	7	0	29	6	2¾	4	6½	80	60	80	60

Notes:—Measurements given are for solo steering (except Models K and KX).

When sidcar steering is fitted, ground clearances are reduced by about 1in. ; overall length increased by 2in.

Weight of "Competition" and "Bullet" Models without lighting set and with small (2 gallon) tank, about 20 lbs. less.

Speeds are for machines fully run-in and in good condition with rider "flat on tank."

Consumption figures assume moderate speeds and open roads in reasonably level country.

Oil Consumption for all models 1,500—2,000 m.p.g., except Models K and KX, which give 1,000—1,500 m.p.g.



# CONDITIONS OF SALE AND GUARANTEE.

The following is a copy of the Guarantee given by dealers in Royal Enfield Motor Cycles :-

We give the following guarantee with our motor cycles, motor cycle combinations and sidecars, which is given in place of any implied conditions, warranties or liabilities whatsoever, statutory or otherwise, all such implied conditions, warranties and liabilities being in all cases excluded. Any statement, description, condition or representation contained in any catalogue, advertisement, leaflet or other publication shall not be construed as enlarging, varying or over-riding this guarantee. In the case of machines (a) which have been used for " hiring out " purposes ; or (b) any motor cycle and/or sidecar used for any dirt track, cinder track, or grass track racing or competitions (or any competition of any kind within an enclosure for which a charge is made for admission to take part in or view the competition) ; or (c) machines from which the trade mark, name, or manufacturing number has been removed, no guarantee of any kind is given or is to be implied.

We guarantee, subject to the conditions mentioned below, that all precautions which are usual and reasonable have been taken by us to secure excellence of materials and workmanship, but this guarantee is to extend and be in force for six months only from the date of purchase, and damages for which we make ourselves responsible under this guarantee are limited to the free supply of a new part in exchange for the part of the motor cycle, motor cycle combination or sidecar which may have proved defective. We do not undertake to replace or re-tilt, or bear the cost of replacing or refixing, such new part in the motor cycle, motor cycle combination or sidecar. We undertake, subject to the conditions mentioned below, to make good at any time within six months any defects in these respects. As motor cycles, motor cycle combinations and sidecars are easily liable to derangement by neglect or misuse this guarantee does not apply to defects caused by wear and tear, misuse or neglect.

The term " misuse " shall include amongst others the following acts :-

1. The attaching of a sidecar to the motor cycle in such a manner as to cause damage calculated to render the latter unsafe when ridden.
2. The use of a motor cycle or of a motor cycle and sidecar combined, when carrying more persons or a greater weight than that for which the machine was designed by the manufacturers.
3. The attaching of a sidecar to a motor cycle by any form of attachment not provided, supplied or approved by the manufacturers or to a motor cycle which is not designed for such use.

Any motor cycle or motor cycle combination or sidecar sent to us to be plated, enamelled or repaired will be repaired upon the following conditions, i.e., we guarantee that all precautions which are usual and reasonable have been taken by us to secure excellence of materials and workmanship, such guarantee to extend and be in force for three months only from the time such work shall have been executed or until the expiration of the six months above referred to, and this guarantee is in lieu and in exclusion of any common law or statute warranty or condition, and the damages recoverable are limited to the cost of any further work which may be necessary to amend and make good the work found to be defective.

## CONDITIONS OF GUARANTEE

If a defective part should be found in our motor cycles, motor cycle combinations or sidecars, or in any part supplied by way of exchange before referred to, it must be sent to us CARRIAGE PAID, and accompanied by an intimation from the owner that he desires to have it repaired or exchanged free of charge under our guarantee, and he must also furnish us at the same time with the number of the machine, the date of the purchase, or the date when the alleged defective part was exchanged as the case may be. Failing compliance with the above, such articles will lie here AT THE RISK OF THE OWNER, and this guarantee and any implied guarantee, warranty or condition shall not be enforceable.

We do not guarantee specialities such as tyres, saddles, chains, lamps, etc., or any component parts supplied to the order of the purchaser differing from standard specifications supplied with our motor cycles, motor cycle combinations, sidecars or otherwise.

## CONDITIONS OF SALE

The prices appearing in this catalogue are STRICTLY NET. All goods are sold subject only to the conditions of guarantee given above. The Royal Enfield Motor Cycle and Sidecar Combinations are sold subject to the further condition that we cannot accept responsibility if used with any sidecars other than the ones supplied by us. Models T, A, B, S, S2 and C are sold subject to the further condition that we cannot accept responsibility if they are used with sidecars of whatsoever make or type. The prices and specifications in this list are subject to alteration at any time without previous notice.

CARRIAGE.—1. All machines are sent Carriage Paid to the nearest railway station.

2. Notwithstanding the payment of carriage, all goods are to be considered as delivered to the customer when put on rail at Redditch Station, and all orders are accepted and executed upon this understanding.
3. Upon receipt of goods by customer, it is essential that the Railway Company's Delivery Sheet should in all cases be signed " not examined." The goods should then be carefully inspected, and in the event of any damage, notice should at once be sent to the Carriers and claim made from them.
4. We reserve the right to despatch either by Goods or Passenger Train, but when machines are sent by Goods Train in Crates, the Crates are charged, and half the amount charged is allowed when returned in good condition.
5. Cases and Crates for shipment abroad are charged at Cost Price.

## NOTICE

We do not appoint agents for the sale on our behalf of our motor cycles or other goods, but we assign to motor cycle dealers areas in which we supply to such dealers exclusively for re-sale in such areas. No such dealer is authorised to transact any business, give any warranty, make any representation or incur any liability on our behalf.

# Royal Enfield

TRADE MARK



[www.bamstonners.co.uk](http://www.bamstonners.co.uk)

MADE LIKE A BUNN



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Telegrams : "CYCLES, PHONE, REDDITCH"

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